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HONGKONG, FRIDAY, DECEMBER 11, 1914.

庚申大歲年三國民華中

PRICE, \$5.00 Per Month

THORNE'S

No. 4,
OLD VAT
SCOTCH
WHISKY.

As supplied to the House
of Lords and House of Com-
mons.

A. S. WATSON & Co., Ltd.
(WINE & SPIRIT MERCHANTS)
ALEXANDRA BUILDING, Hongkong.

DR. YAMAZAKI
SURGEON DENTIST.

HAS RETURNED from JAPAN and
may be consulted daily at
34 Queen's Road,
(Corner of Flower Street).
Tel. No. 1362.
Hongkong, December 8, 1914. 1277

FRENCH GIRL'S DIARY.

British in Armentiers.

Paris, Nov. 2.
The diary of a young girl, extracts
of which are published here, gives a
moving account of the German occupa-
tion of Armentiers and of the entry of
the British troops.

The events of which she was the
horror-stricken spectator are recorded
hour by hour—the alarming rum-
ours which spread through the town
on the day before the arrival of the
Germans, the uneasiness of the popula-
tion, and the hurried departure of all
men of military age, and at last the entry
of the enemy, singing the "Wacht am
Rhein." Then follows a description of
how they took up quarters in the town,
of their exactness, and then of the re-
turn of the Allied troops and the flight
of the Germans, to the universal joy of
the inhabitants.

On Saturday, the 17th (runs the
diary), "The English! The English!"
and then what an entry! It will be
long before it is forgotten. The Eng-
lish soldiers were literally smothered
with flowers. Although it was said that
the Germans had taken everything off
with them, we still found enough to-
bacco and cakes to stuff their pockets
full. They began by killing two picket-
hauses who had delayed behind the rest,
and made six other prisoners. The
whole population flocked to the market
place. The women wept with joy.
People crowded round the English, and
would not take their eyes off them.
They laughed.

I had promised to kiss the first French
soldier who came into Armentiers. I
kept my word. Today I kissed my sol-
dier. He was a very young fellow,
and quite nice-looking. He was march-
ing at the head of a strong column of
English Fusiliers as interpreter. When
I saw him in the distance I ran to him
and flung my arms round his neck. He
was surprised and speechless at first.
Then he gave me a big kiss on both
cheeks. The English officer made me
a fine salute, and said something com-
plimentary. The soldiers cheered,
shouting "Hip, hip, hurrah!" I
laughed and cried by turns, blind to
everything round me. I have never
felt so excited.

The girl goes on to describe how the
town came to life again as if by magic.
Then the bombardment began, and large
numbers left. Here the diary stops—
Brouet's Special Service.

"HIS CHEERFUL HABIT."

The Home papers contain a letter from
a British soldier at the front, apropos of the
only line, from which we reproduce the
following: "The writer describes the weary,
arduous fighting in the trenches, and says
"The Germans were so near that the sound of
the enemy's arrival with the shell, and there
was no time to get out of the way. Bang! Bang!
Smash! and a shower of pellets and earth
that was all. A horrid unexpected sound,
typical of destruction. Yet, if men will
remain under cover, no harm can befall.
But they can't. Nothing on earth will
prevent the British soldier from fighting a
fight to the death, nor from going round
to be sure a light for his cigarette. Then
the shrapnel came at him. It is not bravery
nor any other virtue. It is just his cheer-
ful habit." It is just this habitual cheerful-
ness that enables the British soldier to
rise to heights of heroic sacrifice when the
moment for such making a great demand
upon his manhood arises.

THE BEST MEDICINE COUGH.

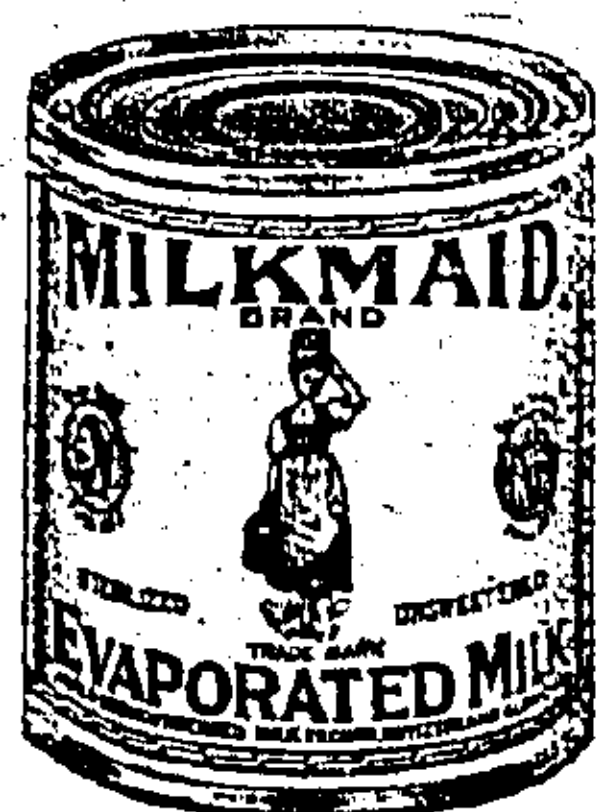
CHAMBERLAIN'S Cough Remedy is
the best to use, because it does exactly
what a cough remedy is supposed to do.
It stops the coughs and colds quickly and
effectually. For sale by all Chemists and
Druggists.

BUSINESS NOTICES.

MILKMAID
EVAPORATED MILK

NO SUGAR

NO PRESERV-
ATIVES



CREAMY

CONSISTENCY

(Gold printed label)

UNSWEETENED, FOR TEA, COFFEE, FRUIT &c.
ON SALE AT ALL STORES.

HONGKONG, CANTON, MACAO
& WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG
FRIDAY, 11th DECEMBER.

8 A.M. 'KINSHAN.' 8 A.M. 'HEUNGSHAN.'
5 P.M. 'SUI AN.' 5 P.M. 'FATSHAN.'

SATURDAY, 12th DECEMBER.

8 A.M. 'HEUNGSHAN.' 8 A.M. 'KINSHAN.'
5 P.M. 'SUI AN.' 5 P.M. 'FATSHAN.'

Single Fare by Night Steamer \$ 5.00
Return Fare by Night (available also for Return by day Steamer) 10.00
Single Fare by Day Steamer 4.00
Return Fare by Day Steamer 8.00

The attention of the travelling Public is drawn to the comfort afforded by the
Company's vessels. Passengers arriving by Night Steamers from Canton (due at
Hongkong about 11 p.m.) are permitted to sleep on board till next morning without
extra charge. Electric fans and electric light are available all night.

HONGKONG-MACAO LINE.

S.S. 'SUI TAI' S.S. 'TAI SHAN'

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf
Sundays, at 8 A.M. and 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 1.30 P.M. Sundays, at 7.30 A.M. and 1.30 P.M.

EXCURSION TO MACAO.

SUNDAY, 13th DECEMBER.

The Company's new Steamship, "TAISHAN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 8 A.M.
and return from Macao at 1.30 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M., and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street
Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. 'HOISANG.'

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 A.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON-WUCHOW LINE.

S.S. 'SAINAM,' 533 Tons, and S.S. 'NANSHING,' 556 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the
days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers, 'LINTAN' and
'SANGU.' These vessels have superior Cabin accommodation and are lighted
throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HOTEL MANSIONS (First Floor).

Opposite the Blake Pier.

HONGKONG CLUB.

NOTICE.

THE Position of COMPTROLLER to the
above CLUB will become VACANT
shortly. Applications for same should be
made to the Undersigned.

JAMES ORRIN,
Secretary.

Hongkong, Nov. 23, 1914. 1246

SINGON & CO.

ESTABLISHED A.D. 1886.

IRON, STEEL, METAL and HARD
WARE MERCHANTS. Wholesale
and Retail. Ironmongers, Pig Iron and
Foundry Loke Importers. General Store-
keepers and Shipchandlers. Nos. 35 and
37, HING LOONG STREET, (2nd Street, west
of Central Market) Telephone No. 515.
Hongkong, September 4, 1912.

If you have lost your appetite, one of
the big variety of dainty dishes at the
ALEXANDRA CAFE is sure to tempt
you.

CHEN KWONG & Co., Ltd.

GENERAL IMPORT &
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL

STORE.

FURNITURE, Draperies, Groceries,
Boat and Shoes.
Makers of Jewellery, Lacquerware,
Crockery Ware.

Ironmongery, Wine and Spirits

Foreign Clothes for gentlemen made to
order by our own tailors.

Large assortment of Chinese Silks and
Foreign Goods of every description.

All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &
Hongkong to buy Chinese and Foreign
Goods.

SUP. PAT. POO STREET.

TEL. No. 1406. CANTON and

Nos. 237, 239, Des Voeux Road
and No. 121, Connaught Road Central.

TEL. No. 511. Hongkong.

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DICK 787x88x33/8"
Pumps empty Dock in 3-5/4 hours

THREE PATENT SLIPWAYS (each capable of lifting 3,000 tons displacement)
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shop ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.
As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR-PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

MEE CHEUNG

ART PHOTOGRAPHER.

CHILDREN'S PHOTOS

A

SPECIALITY.

NOTE ADDRESS.

ICE HOUSE HONGKONG

LIPTONS

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.

Our own Special Blend of India & China Teas

85 cts per lb.

Roasted & Ground daily the best Java Coffee

75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes &c.

procurable in Hongkong—to be obtained only at

THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First class Cuisine, Lounge, Smoking and Ladies' Rooms.

Roof Garden.

Terms—From \$5 per day Max.

Telegraph Address: "Peakful."

P. O. FEUSTEN

Manager.

GRAND HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL, most central location, within
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine
under European Supervision. A First Class string Orchestra random selections from
5.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping people.

For further particulars apply—
Telephone 127.
Telegraphic Address: "COMFORT".

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. each.

In Bags of 257 lbs. each.

Shewan, Tomes & Co

GENERAL MANAGERS

Cruickshank's Cough Remedy.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle.

Martin's Mixture.

A SPECIFIC FOR INFLUENZA, RAY FEVER,
CO D IN THE HEAD.

PRICE \$1.00 Per Bottle.

VICTORIA DISPENSARY.

HONGKONG TURKISH BATH & TOILET CO., LD.

NOW OPEN!

LADIES DAYS MONDAYS AND TUESDAYS

CHARGES—

Turkish Bath - - - - - 1/3

Electric Bath - - - - - 3

Complete Body Massage - - - 2

Simple Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEERS.

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SCPIESS, Manager.

"MUMEYA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.

"Special terms 30 % reduction for Volunteers
and all men in uniform."

This offer will be cancelled on and 18th December, 1914.

No. 8, Queen's Road Central.

TELE. No. 251.

678

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two slipways and can accommodate any craft
of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard, Shum-Sai Po, Kowloon, HONGKONG. Telephone No. K. V.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE

Cadbury

"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

CADBURY'S
CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.

Hongkong, Dec. 11, 1914.

Hughes and Hough
AUCTIONEERS TO THE GOVERNMENT,
AND ADMIRALTY.
General Auctioneers
AND
Share, Coal and
General Brokers.
PROPRIETORS
"TO-KWA-WAN"
COAL STORAGE.

Codes used:
A.B.C. 4th & 5th Editions.
A1. TELEGRAPHIC CODE.
Telegraphic Address
MEMION HONGKONG.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
on

SATURDAY,
the 12th December, 1914, at 12.15 p.m.,
at 14, Des Vaux Road, Central,
First Floor.
SUNDRY OFFICE FURNITURE,
Ac. Ac. Ac.
Copying Press and 2 Typewriters.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 9, 1914. 1276

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

SATURDAY,
the 12th December, 1914, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
A NUMBER OF INDIAN, AND
PERSIAN, CARPETS AND RUGS
VARIETY SIZES, DESIGNS,
AND COLOURS.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, December 9, 1914. 1279

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

SATURDAY,
the 12th December, 1914, at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
A VALUABLE CONSIGNMENT OF
GOODS,
As follows:—
Serviettes, Blank and Fancy Table
Cloths, Cushion Covers, Afternoon Tea
Cloths, Sideboard Covers, etc., etc., Men's
Shirts and Singlets, Silk Handkerchiefs,
Ties, Socks, etc., Lady's Golf Coats and
Bath Robes.
Also
A few lots of Household Linens, Towels,
Ladies' and Gent's Boots and Shoes of
Superior Quality.
And
A number of fine Lengths and Dress
Lengths of Good Quality.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 9, 1914. 1279

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

MONDAY,
the 14th December, 1914, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD—Drawing Room Suites,
Bedroom Suite, Dining Room Furniture,
Armchairs and Sofas, Carpets and Rugs,
Brass Bedsteads and Brass-mounted Bed-
steads, Toilet Tables, Wardrobes, Wash-
stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
&c.
Catalogue will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 9, 1914. 1280

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

MONDAY,
the 14th December, 1914, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner
of Ice House Street.
A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD—Drawing Room Suites,
Bedroom Suite, Dining Room Furniture,
Armchairs and Sofas, Carpets and Rugs,
Brass Bedsteads and Brass-mounted Bed-
steads, Toilet Tables, Wardrobes, Wash-
stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
&c.
Catalogue will be issued.
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Auctioneers.
Hongkong, Dec. 9, 1914. 1280

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A QUANTITY OF
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BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD—Drawing Room Suites,
Bedroom Suite, Dining Room Furniture,
Armchairs and Sofas, Carpets and Rugs,
Brass Bedsteads and Brass-mounted Bed-
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stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
&c.
Catalogue will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 9, 1914. 1280

AUCTIONS.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

MONDAY,
the 14th December, 1914, at 11 a.m.,
at Yauwai.
FOUR WOODEN LIGHTERS
20 to 300 tons capacity each,
towed by cranes and anchors,
&c., &c.
A Launch to convey intending Purchasers
will leave Blake Pier 10.30 a.m.
Inspection orders will be issued at any
time.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 10, 1914.

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

WEDNESDAY,
the 16th December, 1914, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.
A QUANTITY OF
VALUABLE GOLD JEWELLERY,
Comprising:—
18 and 14 Kt. Gold Watches, Diamond
and Sapphire Brooches, Rings, Bangles,
etc., Gold Chains, Cuff Links, Pins,
Jade Stone Ornaments, a number of Silver
Watches, etc., etc.
Also
One Saxton, Microscope, Telescopes,
Binoculars, etc.
(Particulars from Catalogue.)
On view days of sale.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 10, 1914. 1283

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

WEDNESDAY,
the 16th December, 1914, commencing at
2.30 p.m., at their Sales Rooms,
No. 8, Des Vaux Road, Corner
of Ice House Street.
A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD—Drawing Room Suites,
Bedroom Suite, Dining Room Furniture,
Armchairs and Sofas, Carpets and Rugs,
Brass Bedsteads and Brass-mounted Bed-
steads, Toilet Tables, Wardrobes, Wash-
stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, Kitchen Utensils,
Fenders and Fire Brackets, etc.,
Also
Pianos by Collard and Collard and other
well-known makers, Blackwood Desks,
Electric Reading Lamps, Marble Clock,
2 Sets Old Inlaid Harp, and Rubber
Tyred Ricksha in good condition.
Catalogue will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 10, 1914. 1285

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

SATURDAY AND MONDAY,
the 19th & 21st December, 1914,
commencing each day at 2.30 p.m.,
at their Sales Rooms, No. 8,
Des Vaux Road, Corner of
Ice House Street.

A VERY VALUABLE COLLECTION OF
CHINESE PORCELAINS,
Screens, Bronzes, Prints and Engravings,
Silk Embroideries, Incense Burners,
Snuff Bottles, Jade Stone Ornaments,
Old Lacquer Screen, Old
Bamboo Carvings,
&c., &c.,
including many Rare Specimens of the
HON. LING, KUNGH, YUNGCHING,
KIENLONG, KAICHING and TOW,
KWONG-Periods.
This valuable collection is direct from
the North, and the vendor certifies to the
genuineness of each individual lot, and is
prepared to refund purchase money if not
found as specified.
On view from Thursday, afternoon the
17th instant.
Catalogue will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 10, 1914. 1282

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
on

MONDAY,
the 14th December, 1914, commencing
at 2.30 p.m., at their Sales Rooms, No. 8,
Des Vaux Road, Corner
of Ice House Street.

A QUANTITY OF
VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c.,
As follows:—
TEAKWOOD—Drawing Room Suites,
Bedroom Suite, Dining Room Furniture,
Armchairs and Sofas, Carpets and Rugs,
Brass Bedsteads and Brass-mounted Bed-
steads, Toilet Tables, Wardrobes, Wash-
stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
&c.
Catalogue will be issued.
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Dec. 9, 1914. 1280

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
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Brass Bedsteads and Brass-mounted Bed-
steads, Toilet Tables, Wardrobes, Wash-
stands, &c., Sideboards, Dinner Waggons,
Extension Dining Tables and Chairs, etc.,
Dinner and Dessert Services, Crockery,
Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
&c.
Catalogue will be issued.
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Hongkong, Dec. 9, 1914. 1280

PUBLIC AUCTION.
THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),
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MONDAY,
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Glass and E.P. Ware, Cooking
Stoves, Cutlery, etc.,
Also
Blackwood Furniture, Four Pianos,
Marble Clock, several Iron Stoves, &c.,
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Of all Chemists and Stores
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(in England.)

THE LOSS OF THE "ROBILLA."

The wreck of the Government hospital ship Robilla (which is British transport) off Whitty appears to have been attended by very much heavier loss of life than appeared to be the case yesterday, says the "Herald." At midnight it seemed likely that the "Birmingham Post" of the 30th Oct. At midnight it seemed likely that the death toll would approach 100. All day yesterday thousands of helpless spectators, standing on the cliffs near the famous abbey, watched the death struggle taking place only a few hundred yards from the shore.

The vessel struck the submerged rocks at 3.50 in the morning during a tremendous gale. A few minutes before that time a sloop on duty on the Whitty Pier Head was astonished to see a large vessel pass silently by within a few feet of the pier. Almost immediately afterwards a constant lighted vessel, resembling her hull as she skirted the vessel's attention. This he was unable to do, and the inevitable happened.

Half-a-mile further on, within a few hundred yards of a curious promontory known as Saltwick Nab, the vessel struck the rocks with a grinding crash. Within a few moments rockets and other signals of distress were sent up from the ship, and these were answered from the coast-guard station on the cliffs, from which the call to rescue was speedily sent forth.

Bound from Queensferry (Linlithgowshire) to France, to bring back wounded, the vessel had between 150 and 200 persons on board, including a medical staff and five nurses. As far as could be seen, the vessel was about 800 yards from the cliff, and at the mercy of a furious sea that pounded her on the rocks. Owing to the violence of the weather and the treacherous nature of the coast, the difficulty of rescue was infinitely increased. It was impossible to launch the larger of the two lifeboats from Whitty harbour, or to drag it under the lee of the cliffs to a less unfavourable position, and all attempts on the part of the Rocket Brigade to establish communication proved fruitless. Not until 8.30 was the first success achieved by the rescuers on shore, and then only at the utmost peril by a brave lifeboat crew.

By this time the ship's bow was broken almost amidships, the stern having been completely severed. Most of the crew and staff were clustered on the higher part of the boat in the vicinity of the bridge, but a dozen men were clinging to the stern, and fighting for life against a terrible onrush of the water.

The heavy seas made it impossible to launch a lifeboat from Whitty Harbour, and a cheer went up from the dense crowd on the cliffs when a crowd of men were observed dragging the John Fielden, the smaller of Whitty's two lifeboats, long the beach towards Saltwick Nab. It was a heroic feat, but the sight out at sea was sufficient to call for the utmost superhuman effort, and at length a favourable place was reached for the launch.

Whilst this was in progress, says the "Herald," a sloop from the watchers above drew attention to the fact that one of the Robilla's boats had been successfully launched, and was making for the shore. It was a gallant struggle against the stormy elements, but finally the boat came on. There was a sickening moment as a huge wave caught it, and tossed it completely round, but strong arms triumphed and the boat eventually reached the shore.

In it were the Robilla's second officer and five of the crew, and the rescue of the remainder seemed to be assured, for the boat brought with it a line from the Robilla. To the dismay of all, however, the strain upon the line was so terrific that it snapped before any use could be made of it.

ALL THE WOMEN SAVED.
It remained, therefore, for the crew of the John Fielden to try what they could accomplish, and the lifeboat at once put to sea. After the most strenuous efforts the Robilla was reached, and by clever seamanship, Coxswain Langlands was able to take off seventeen of the survivors. These included the whole of the women on board—five in all—four of whom are nurses and one a stewardess. The boat made a safe return with its precious load, and once again the lifeboatmen returned to the fray. The second venture was equally successful, eighteen of the Robilla's crew and staff being taken off.

Then for a second time the heroic efforts of the rescuers received a cruel setback. The latter the lifeboat had received in its double journey, and the rocky landing, combined to make the crew's task nearly impossible, and it would have been foolhardy to launch it upon a third trip. Prompt steps were taken to put the rocket apparatus into operation from the tip of the pier, and rocket after rocket was despatched, but the gale swept almost every line ashore, the rockets, with few exceptions, falling short of their objective. One or two of them did carry the line across the ship, and it was caught at last by a member of the crew, who was observed to be making frantic efforts to make it fast. Although continually swept by heavy breakers, he stuck doggedly to his task, until one huge wave undermined his foothold, and swept him into the raging sea. A gasp of horror went up from the spectators ashore, but the man had a life-line fastened round his waist, and he was pulled on board the Robilla again.

It then became obvious that the line had fouled the rocks and was useless. It was impossible to use the Robert and Mary Ellis, Whitty's chief lifeboat, she was too heavy to take overboard, and the heavy seas at the harbour mouth could not be made to. Word was, therefore, sent to Upping for the lifeboat to be despatched. LIFEBOAT LOWERED DOWN THE CLIFF. It was clear that the Robilla was slowly breaking up, and about ten o'clock the stern, to which a number of men were still clinging, was completely overwhelmed by an unusually large wave. When the smother of foam had passed by, the spectators saw that this part of the ship had turned turtle, and there was not the slightest trace of its former occupants. The bows were also settling down and giving every indication of an early breakup. About an hour later the funnel fell away to seaward, and, after battering against the side of the ship for some time, sank out of sight. All left on board alive were now clustered on the bridge, the superstructure of the ship being alone above water. The bows had also broken away, leaving the central part of the boat standing like a small island in an angry sea, and it was continually deluged by the waves.

and the listed more and more to port away from the shore at such an angle that it was amazing how the men on board kept their footing and saved themselves from slipping into the sea.

Towards five o'clock darkness began to fall, and the wreck took on the appearance of a small, dimly compassed light in the centre of which a small yellow light shone with a wan and weird effect. In the midst of all, the indefatigable captain had preserved an oil lantern, with which he still managed to signal ashore by dot and dash.

There was a lull in the storm with the ebbing of the tide, about 8 o'clock, but still it was deemed too hazardous to attempt to reach the wreck by lifeboat. Indeed the attempt was not made, but ever and anon down the promontory, which jutted out to within half a mile of the ship, rockets were sent up in the hope that a life line might be thrown across the raging sea. There was the same melancholy failure, however, at each attempt.

Shortly after eight o'clock it was reported that the coastguards had signalled the message to the ship: "Try and reach shore by raft," to which came the laconic but tragic reply from the captain, "No, thanks, I prefer to wait until morning."

With the ebb of the tide, stretcher parties with ghastly lanterns carried out a melancholy task, crawling painfully at the foot of the cliffs, searching for bodies washed ashore. At midnight the light on board the hospital ship was still burning dimly, and the crowd bridge could faintly be discerned. The seas were not so high as they had been, but the lifeboat crew dared not go out, their chief fear being the danger of the jagged submerged rocks beneath the long lack of the surf. It was feared that many on the ship must have died already from exposure and exhaustion. Rockets were being fired still, with the same negative results, and out at sea, two or three ships were flashing signals to the coastguard station on the cliff. A tugboat had in tow the Stanchion lifeboat, but she could not move to approach from the seaward side. Signals were dashed to the men on the ship to "stick it"—that is, swim ashore, but this they declined to do.

A Newcastle correspondent says that Mr. McLean, of Newcastle, has received word of the safety of his brother, Dr. Leslie McLean, who was on board the Robilla. The majority of those rescued yesterday were seamen and firemen of the Merchant Service. One of them was an old man of 70, who had sailed the seas for 55 years, and this was his first experience of a shipwreck. Of the five women rescued, four were nurses, and the other the ship's stewardess. Among the survivors was one who said to our interviewer: "She was as fine a vessel as ever sailed, yet in some way we struck them she began to break up like matchwood. All the electric lights went out, and all we could do was to wait shivering on the deck for orders."

It was not until daylight came that we could do anything. Then the captain asked for volunteers to take the only remaining boat—for all the others had been smashed away—and now ashore with a line. A lot of us volunteered, and five of us were sent with the second boat. What a journey it was! We had hardly got ashore when one car after another was smashed."

It seems a miracle that we got ashore. We lost the line when a big wave came and nearly swamped us. It was a wonder that the boat righted herself, and when she did she was half filled with water. Close in we were fairly upset, and it was only with the assistance of the people on shore that we were able to scramble to safety through the water, which was breast-high."

JUDGES SONS AT THE WAR.
Mr. Justice Darling recently mentioned in the hearing of a criminal case at a witness that he was a son fighting. In this respect he is equalled by some of his brother judges.

Mr. Gerald Rufus Leveson, son of the Lord Chief Justice, is a second lieutenant in the Inn of Court O.T.O. and is now at Berkhamstead Camp with his corps. Mr. Justice Ridley has a son in the Guards who has been wounded at the front. Mr. Justice Scrutton has two sons who have already been mentioned in despatches by General French. Mr. Justice Bailhache's son is serving with the Public Schools Corps. Mr. Justice Bray's son Edmund is a captain in the Surrey Regiment, and his second son, Jocelyn, went through the Boer War, where he was taken prisoner.

Lord Coleridge (Mr. Justice Coleridge) has a son fighting. Mr. Justice Joyce's son-in-law, son of Lord Parmoor (formerly Sir Alfred Cripps), who is in the 4th Hussars, is also on active service.

At least two of the men, strong and valiant swimmers, determined to reach the shore by their own resources. Almost naked, but wearing life-saving jackets, they plunged boldly into the breakers, and then began an unequal contest with the elements. Tossed this way and that, now on the crest of a large wave, now flung into an abyss of water, they struggled bravely on, their progress watched with frantic excitement by those on shore.

At last, with almost the last breath beaten out of their bodies, the pair were flung contemptuously towards the foot of the cliffs by the violent currents, and rescuers dashed into the water, almost up to their necks, gripped them surely before they could be whirled away again, and brought them safely to land. Vigorous rubbing, warm clothing, and copious draughts of warm tea soon brought partial recovery.

As the hours wore on, it became increasingly manifest that the wreck was settling down. Her bottom was gone, and the listed more and more to port away from the shore at such an angle that it was amazing how the men on board kept their footing and saved themselves from slipping into the sea.

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GERMANY'S MOTOR FUEL.

CAN THE SUPPLIES BE CUT OFF?
Although America is a correspondent of the "Manchester Guardian" this is the first big war in which the motor vehicle has figured largely, it is quite clear that it is of the utmost value to all the armies engaged. The intelligent who was deprived of his motor vehicle would be very hard hit. Horses could be used instead, but the efficiency and security in all transport columns would fall materially, even if the pace could be continuously maintained at motor-vehicle level by the number of horses available. Germany, we know, is doing all she can to get horses from beyond her borders, and that she has already secured a considerable number is not doubted. But will there be any need for her to replace her existing motor vehicles by horses?

GERMANY'S PETROL CONSUMPTION.
Germany ordinarily uses about 50,000,000 gallons of motor spirit per annum. What relation her war consumption bears to this we do not know, but perhaps it would be unsafe to reckon on it being much below the ordinary rate. She has a tremendous number of cars of one sort and another in the field, and most of them are working long hours under conditions that do not make for economy of fuel.

Germany's sources for her yearly consumption are these:—
(1) Petrol from America; (2) petrol from Galicia, Rumania, and other minor petroleum districts; (3) petrol from the insignificant wells within German territory; (4) benzol from German coke ovens; (5) benzol from Great Britain and elsewhere; and (6) alcohol distilled in her own territory.

The present use of alcohol for motor-cars is insignificant, the quantity of benzol used is greater, but the vast bulk of her motor spirit is the American petrol, with Galician and other European petrol as a good second and equal perhaps to a quarter of the whole. The European petrol source, if not already cut off, is, by all accounts, exceedingly attenuated and precarious. There is, however, no reason to comfort ourselves that this is the case with her American supplies also. She cannot get petrol direct from America unless there is some marvellous running of the gauntlet of our navy by oil vessels making for German ports with or without forged papers. But petrol can go freely from America to, say, Denmark, and could be smuggled over the border into Germany despite the best intentions of the Danish Government. No one desires to accuse Denmark or any other neutral of permitting this traffic, but the imports of petrol into Scandinavia, and particularly into Copenhagen, tell their own tale.

SWOLLEN DANISH IMPORTS.
Ship after ship has left America during the last few weeks with motor spirit for Copenhagen, many of them of a size to carry some 10,000 barrels, or 40,000 gallons each, while one of the vessels which we have just stopped, the John D. Rockefeller, was carrying over three million gallons, of what is variously described as "lamp oil," and "petrol" to Copenhagen.

Denmark accounts for her increased imports of grain by the closing of some of her regular routes of supply. How does she account for her increase of American petrol imports? Neglecting the doubtful case of the John D. Rockefeller, which anyhow has not got through, Denmark, instead of taking 10 or 17 thousand gallons, as for the corresponding portion of last year, is stated on good authority to have absorbed already over a million gallons. It is true that if all of this went to Germany it would only be some 2 per cent. of her requirements, but it would be enough to run her heaviest siege trains, and that probably is her main concern.

For further supplies of motor fuel Germany will turn to benzol. It is as good as petrol, and she makes it herself, both for various industrial purposes and for motor fuel. This has been a growing industry in Germany, and she may survive a further sudden expansion of the "Lamp Oil" obtained in a large degree from coke ovens, over for converting coal into coke. In England only about one-third of such ovens are adapted for benzol recovery; in Germany every oven is. In 1907 she only produced rather less than two million gallons of benzol and bought about a million and a half more. By 1911 her production had risen to over six million gallons, and she only took 140,000 from us.

Even if the 1911 figures have not been improved upon Germany cannot starve for motor fuel while her coke ovens are working. To keep them working, however, entails a supply of coal, and we do not know what her stocks or her present output are. It needs 17 tons of coal to produce a gallon of benzol, or eight million tons a month to maintain the normal benzol supply (on the 1911 figures). With her men mostly fighting and her ports closed can she find the coal and the labour? Probably not. But if she was preparing for war as long ago as most people think the "doubtless" laid in stocks of both coal and benzol. In 1912 the German Government ordered a plant capable of producing 6,000,000 gallons of benzol per annum, and three months ago they prohibited the export of benzol to France. It is unlikely, therefore, that Germany neglected to stock benzol for the coal to make it as one of the sinews of the war that was to be.

There is still another crust between Germany and a real motor-fuel famine—alcohol. It is more difficult to adapt motor engines to use alcohol than benzol, and the result is not so good. But alcohol is plentiful, and mixed with some quantity of benzol it can be used in existing motor-car engines with results that are passable, and certainly infinitely better than having no motors at all. The German yearly production of alcohol is probably at least 100 million gallons, and for industrial purposes—lamps, motor-engines, agricultural engines, etc.—it is sold at prices ranging from 1s. to 2s. a gallon. The lower figure is, no doubt, below cost price.

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Yokohama	Yokohama	Yokohama	Yokohama	Yokohama	Yokohama
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	
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Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	

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1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
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1st SALOON	"A"	Accommodation	SINGLE	RETURN	2nd SALOON	"A"	Accommodation	SINGLE	RETURN
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Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15
Nov. 9	Nov. 18	Nov. 20	Dec. 18	Dec. 24	Jan. 8	Jan. 15

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S.S. 'CHICAGO MARU' Capt. K. Horikawa, Thursday, 24th Dec. at 3 p.m.

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G. W. COCKMAN, R.N., carrying His Majesty's Mails will be despatched from this port for HONGKONG, on FRIDAY, the 18th December, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Malt from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, and Tea and Cargo for Italy, France, and London (under transshipment) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. Jade due in London on 29th January, 1915.

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For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, Dec. 7, 1914.

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RANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$15,000,000

RESERVE FUNDS.....\$15,000,000

STEELING.....\$15,000,000

SILVER.....\$15,000,000

RESERVE LIABILITY OF.....\$15,000,000

PROVISIONS.....\$15,000,000

COURT OF DIRECTORS.....

Hon. Mr. D. Landale—Chairman,

W. L. Patterson, Esq.—Deputy Chairman,

S. H. Dowell, Esq.,

G. T. M. Edkins, Esq.,

C. S. Gubbay, Esq.,

P. H. Holyoak, Esq.,

J. A. Plummer, Esq.,

Hon. Mr. E. Shellim.

CHIEF MANAGER:

KOWLOON-CANTON RAILWAY.

Time Table - From 1st. October 1914.

O U T										I N									
Kowloon	6.50	7.45	9.40	11.35	2.00	3.00	6.15	7.20	—	Canton	—	7.15	—	8.50	—	9.25	—	—	—
Sung Hong	6.54	—	9.44	11.29	2.04	—	—	—	—	Shun-Ghee	8.03	10.06	11.33	2.55	4.30	6.15	6.29	8.43	—
Tan Ma Ti	6.59	—	9.50	11.36	2.06	—	5.29	7.37	—	Sheng Shui	8.12	—	11.41	3.01	4.38	—	6.29	—	—
Sha Tin	7.10	—	10.02	11.43	2.59	—	5.33	—	—	Fan Ling	8.16	—	11.44	3.03	4.40	—	6.32	8.60	—
Tai Po	7.23	—	10.22	12.02	2.33	—	5.46	8.01	—	TaiPoMarket	8.28	—	11.53	3.18	4.51	—	6.40	—	—
Fai Po Market	7.57	—	10.37	12.08	2.37	—	5.50	—	—	Tai Po	—	8.33	12.01	3.28	4.57	—	6.43	9.07	—
Fan Ling	7.38	—	10.37	12.10	2.40	—	5.53	8.14	—	Sha Tin	—	8.44	12.14	3.38	5.10	—	—	—	—
Shau Chai	7.39	—	10.49	12.20	2.50	—	6.01	8.18	—	Yau Ma Ti	8.56	—	12.27	3.49	5.23	—	—	9.29	—
Shun Chuen	7.44	8.30	10.45	12.30	2.54	3.45	6.06	8.23	—	Hung Hou	9.03	—	12.31	3.53	5.27	—	—	—	—
Canton	—	11.20	—	6.03	—	6.33	—	—	—	Kowloon	9.03	10.43	12.34	3.58	5.30	8.53	7.08	9.34	—
*Will stop at Sheng Shui on notice being given to the guard at Kowloon.																			
Golfers Train. Sundays and Public Holidays.																			
Kowloon	8.43 a.m.	Tai Po	9.13	Sheng Shui	9.50														
Sha Tau Kok Branch.																			
O U T										I N									
Fan Ling	Dep.	6.05	8.30	12.30	3.20														
Sha Tau Kok	Arr.	7.00	9.15	1.25	4.15														
Sha Tau Kok Branch.																			
O U T										I N									
Sha Tau Kok	Dep.	7.10	9.25	1.45	5.15														
Fan Ling	Arr.	8.10	10.25	2.43	6.15														